

APPENDIX A. SEPTEMBER 10, 2002, PUBLIC HEARING HANDOUTS



Maryland Avenue Overpass at 55th Avenue and Grand Avenue (US 60)

Design Concept Study and Environmental Assessment



PUBLIC HEARING

September 10, 2002

Project Overview

Grand Avenue has undergone a series of studies over the past two decades. These studies have identified and examined a number of alternatives that ranged from eliminating Grand Avenue (US 60) to building a freeway along Grand Avenue. In September 1999, the Arizona Department of Transportation (ADOT) completed a Major Investment Study (MIS). The MIS recommended alternating grade-separations at eight intersection locations along Grand Avenue in order to eliminate one leg of the existing six-legged intersections. Each of these eight projects are being carried through the preliminary design and environmental evaluation process.

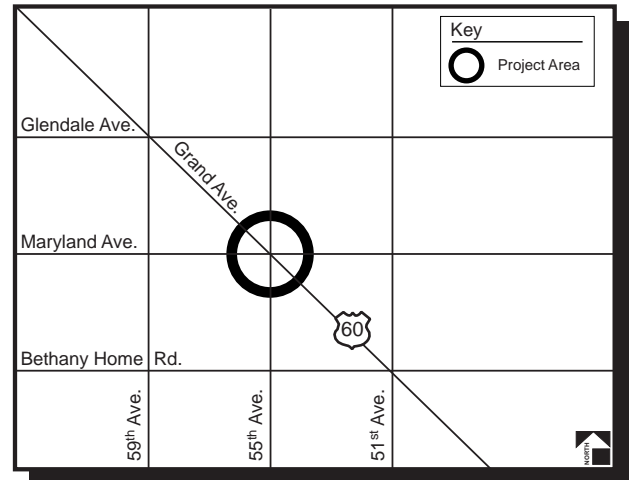
Purpose of Hearing

This is the public hearing for the Maryland Avenue Overpass at 55th Avenue and Grand Avenue intersection project. The purpose of the public hearing is to provide the public with an opportunity to review and comment on the identified preferred alternative and the Environmental Assessment (EA).

Maryland Avenue/ 55th Avenue Location

ADOT is proposing to construct a grade-separated intersection by elevating Maryland Avenue over 55th Avenue and Grand Avenue. Construction of a Maryland Avenue grade-separation to eliminate the six-legged intersection would lessen the traffic congestion at the remaining intersection. The preferred alternative identified in the Draft EA is illustrated on the reverse side of this page.

The proposed project would require the full or partial acquisitions of 9 parcels. Service roads would be constructed to allow traffic to travel between Grand Avenue, 55th Avenue, and Maryland Avenue. The preferred alternative would require motorists to travel new routes to make turns that



Project Area

they currently make at the six-legged Grand Avenue, 55th Avenue, and Maryland Avenue intersection.

In the preferred alternative, Maryland Avenue would be realigned as a grade-separation overpass slightly north of its existing alignment. Access to adjoining commercial and residential properties would be obtained from two-way connector roads. Travel between 55th Avenue and Maryland Avenue would be maintained via these two-way roads. Northbound travel along 55th Avenue beginning just south of the existing Grand Avenue, 55th Avenue, and Maryland Avenue intersection would be eliminated and a connector road would be provided to link 55th Avenue and 57th Avenue. In addition, two detention basins would be built, one at the southeast corner of Maryland Avenue and 57th Avenue and the other in the center island between the connector road that serves motorists traveling between the north segment of 55th Avenue and Maryland Avenue, and 54th Avenue.

The construction cost is estimated to be \$10.5 million. ADOT has programmed funds and expects to begin construction in summer 2003. The proposed project would be open to traffic in 2005.

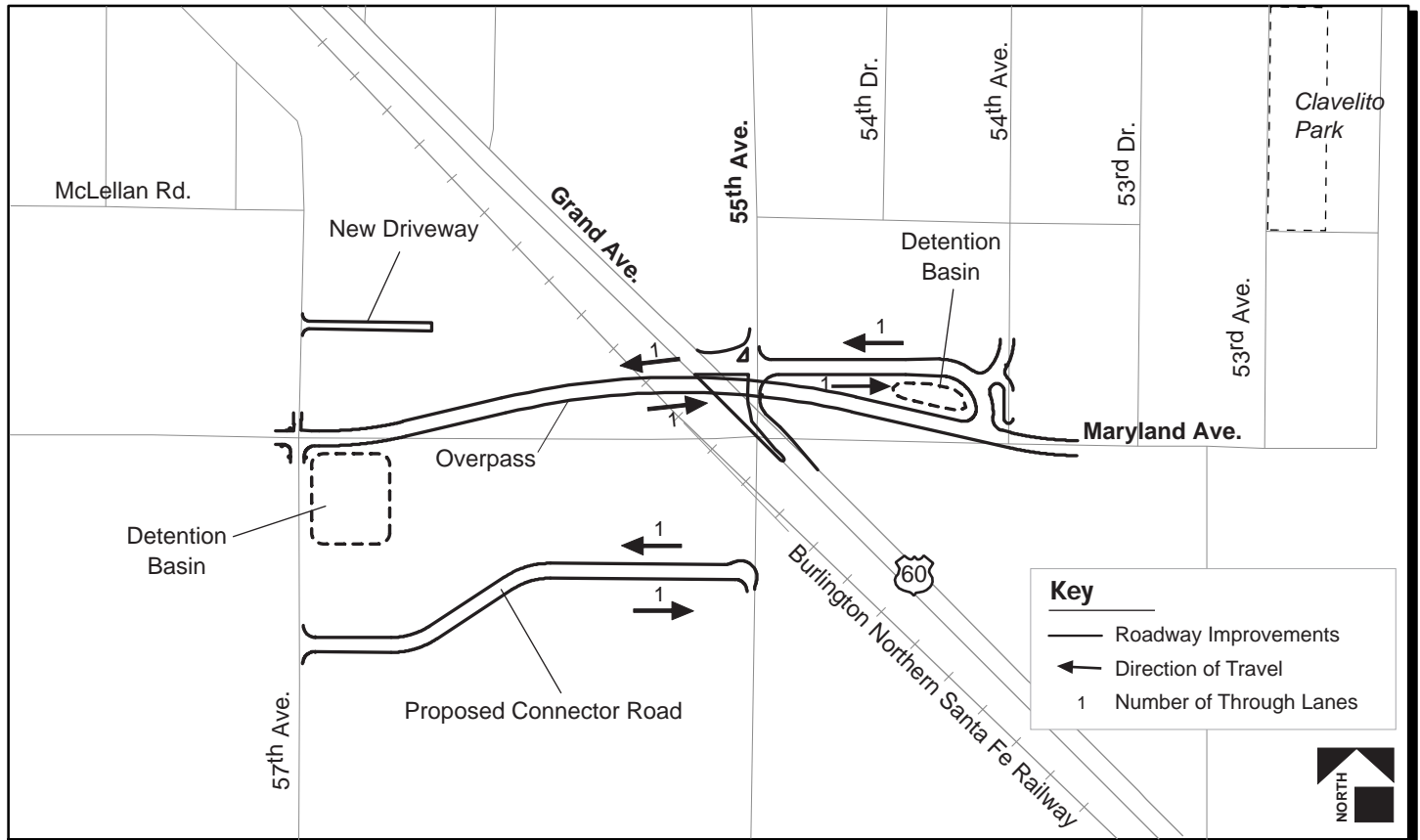


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Preferred Alternative



Project Team

ADOT and consultant representatives are available tonight to discuss the project and answer your questions. Trent Kelso is ADOT's Project Manager from Valley Project Management, and Larry Lindner is the Environmental Planner from ADOT's Environmental Planning Group.

Assisting ADOT with the engineering effort is Michael Baker Corp., with Anthony Pisano serving as their Project Manager. Michael Shirley, with Logan Simpson Design Inc., is responsible for the EA. Representatives from the Project Team are wearing name tags so that you can easily recognize them.

Your Input

The primary objective of tonight's hearing is to obtain your input on the findings of the EA and the recommended roadway design. Please take the time to put your comments in writing on the Comment Sheet or provide your comments to the court reporter. You may leave your comments tonight or send your comments by September 25, 2002, to:

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